

height of about seventy-five feet was reached. The aeroplane was sailing finely at a speed of about thirty-five miles an hour.

Mr. Wright was steering a fairly sharp curve from the south to the east side of the parade ground. The only warning of the accident was a sharp sudden cracking sound and a piece of wood dropped from the rear of the aeroplane.

It was at the left propeller that the accident took place. For a moment the left propeller, which was uninjured, kept revolving, and this tended to give the aeroplane a sharp circuitous turn toward the middle of the parade ground.

Mr. Wright stopped the motor soon after the break occurred. The aeroplane slowly settled down and descended about thirty-five feet on an even keel. Every indication pointed to an abrupt but safe descent, when the aeroplane gave a quick plunge and shot swiftly downward.

The machine was a total wreck. The small forward planes used for elevating and lowering had struck the earth first and had been crushed under the weight of the broad main planes, which were lying on their sides.

The aeroplane was broken and splintered and the canvas webbing that covers the planes was torn and perforated by the wooden sticks that had formerly been the framework. The aeroplane still retained something of its original form, but every individual part had been so twisted and broken by impact with the earth that practically nothing can be reclaimed from the wreck.

Sticking out high above the wrecked machine were the propellers, the right one broken about a foot from the hub and the left propeller intact. Both blades of the damaged propeller were broken off.

Lieut. Frank P. Lahm, who made an ascent with Mr. Wright several days ago, was the first officer to reach the place where the accident occurred. He was about 400 yards away on the opposite side of the parade ground when he saw the propeller blades break.

Mr. Wright and Lieut. Selfridge were so entangled in the wreckage that it was several minutes before they were freed. As the machine struck the earth they had been thrown forward and landed full force upon the wires that are used to brace the forward part of the airship.

Mr. Wright has a fractured left thigh and several ribs on right side broken. He was much shocked, but reacted well. Lieut. Selfridge received a fracture at the base of the skull. His condition is extremely critical.

HOSE CARTS FINE BUT TOO BIG

FIREMEN HAVE TO LIFT HORSE CAR INTO THE GUTTER.

A New High Hose Wagon Does Great Work at a Spectacular Fire, but Its Great Width Makes It Difficult to Manoeuvre at a Fire in Downtown Streets.

The first test of the new hose wagons introduced into the Fire Department to replace the fire engines took place last night at a blaze in the building at 201 to 210 Elizabeth street, which is occupied by Giuseppe d'Alessandro, a dealer in paper stock, rags and old iron, and by a branch of the Edison Electric Company.

The fire itself was the most spectacular that has been seen on the East Side in a long time. Over 200 to 210 Elizabeth street, a two-story brick building, towers a great seventy-foot chimney, and once the infernal stuff got going, well the flames went roaring up the flue and spouting into the air above the roofs of the neighboring buildings, like a geyser of fire.

An immense crowd was attracted from the near by Italian tenements and from the Bowery, which it took the reserves of several stations to handle. About 9 o'clock smoke was noticed coming out of the place by the men of Hook and Ladder Company 9, across the street. Capt. Clark, hero of the Windsor fire, with Firemen Bogie and Shea, ran across and got out the fifteen horses that d'Alessandro had stabled in the building.

As the big iron wagon was dashing through the street it came up with a Prince street car. The wagon, which is six feet eight inches wide, was too big to get by and the firemen had to take the car off the track and leave it in the gutter to make room. Once on the scene, though, the wagon dealt with the fire effectively. Two lines of water were thrown on the fire, and the water was turned on it came in streams as from a fireboat on wheels.

On the scene, though, the wagon dealt with the fire effectively. Two lines of water were thrown on the fire, and the water was turned on it came in streams as from a fireboat on wheels. Pressure was maintained at only 30 pounds, though it could have been put up to 300. The beauty of operating the hose from one of the new wagons is that it takes only one man to manage the apparatus, leaving the rest of the crew free for other work.

Owing to the efficiency of the apparatus only five streams of water were needed for the fire last night. The hose was carried on the standpipe on the wagon, and when the water was turned on it came in streams as from a fireboat on wheels. Pressure was maintained at only 30 pounds, though it could have been put up to 300.

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Advertisement for 'Grape-Nuts' cereal, featuring a picture of the product and text describing it as a 'FIRM FOUNDATION' for the day's work.

GIRLS HURT IN AUTO WRECK

Collision With Trolley Car at 430 A. M. Leads to Arrest of Owner.

An automobile containing four persons crashed into the rear end of a westbound trolley car at Orange and Plane streets, Newark, early yesterday morning. The occupants were thrown and three members of the party were badly injured.

At the Second precinct police station, the man who owned the car, James W. Gray, 33 years old, of 80 Springfield avenue, Summit, the owner and driver of the machine, Gray is in the laundry business at Summit and has a wife and two children.

According to the two men, they went to Newark for a ride Wednesday night and stopped off at Summit Park. They met the trolley car and upon the invitation of Harris Gray said the girls jumped into the machine for a ride. It was 4:30 o'clock when the accident occurred.

The crash could be heard for several blocks. The auto was completely wrecked and the car was badly damaged. When the auto crashed into the rear end of the trolley car, it seriously injured Patrolman Whitman, who took Gray into custody.

Not since the Pardamecht jewelry was worn at Duke Joe Levy's ball in Everett Hall three years ago, when it put the innocents to shame, has it caused so much excitement as yesterday, when Max Lustick tried to cop one earring worth \$100. It happened in Sam Pardamecht's tailor shop at 188 Essex street, and when Madam Pardamecht and an ironing board got through with Lustick he was a goner.

Yesterday Sam missed one of the earrings. Through all the operators' drawers the empty train began to back out of the station, dragging Mrs. Bliss with it and finally pulling her between the train and platform. Nearly every bone in her body was broken and she was left for dead.

It is understood that he should have been sent to Italy. Edward Bohmke of the Fort Hamilton station, who is detailed to Coney Island for the week, placed the body in the morgue. The two men were arraigned in the Coney Island police court on the technical charge of homicide, but later released on bail.

Two Damage Claims Against E. R. Ad-Justed Out of Court. LONG BRANCH, N. J., Sept. 17.—Two of the damage suits growing out of the collision between E. R. Thomas's automobile and Emile Selig's rig here on August 14 were settled yesterday at a conference between counsel in New York.

Two other actions against Thomas remain to be tried here. One of these, in which the charge of reckless driving is made by Chief of Police James Layton, is set for next Monday.

GRAFT IN LICENSE BUREAU

CHIEF AND DEPUTY SUSPENDED PENDING INQUIRY.

Commissioners of Accounts Say Great Frauds Appear to Have Been Committed and Will Make a Public Inquiry—Dollar Fee Said to Be a Myth.

Mayor McClellan suspended from duty yesterday Chief Corrigan of the Bureau of Licenses and Deputy Chief Gaetano d'Amato pending an investigation of a report made by the Commissioners of Accounts that there seems to have been a wholesale system of grafting in the office. For years the Bureau of Licenses was notorious for the illegal levies made on foreigners who have sought to get peddling licenses.

The evidence received by us would appear to indicate that great frauds upon the city and upon citizens have been practised by some person or persons in authority in this bureau. The illegal issue and fraudulent renewal of pushcart licenses have been practised so extensively that the city is called for immediate action looking toward the thorough reorganization of the bureau and measures calculated to prevent like practices in the future.

Sigmund Schwarz, president of the Pushcart Pedlers Association, was arrested last Friday by Patrolman Flood of the District No. 10, on a charge of petty larceny in selling licenses to peddlers who could not get them from the city because they were not citizens.

Before the woman could free herself the empty train began to back out of the station, dragging Mrs. Bliss with it and finally pulling her between the train and platform. Nearly every bone in her body was broken and she was left for dead.

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WOMAN KILLED, HAD \$331

Mrs. Alice Bliss of Coney Island Crushed by a Train at Brookly.

Mrs. Alice Bliss of 234 Herkimer street, Brooklyn, was killed at 8 o'clock last night while alighting from a Brighton street train at the Culver station, Coney Island.

The train on which Mrs. Bliss and her companion, Mrs. Julia Walling of 4 DeCatur street, Brooklyn, had gone to the island was crowded with persons going to see the Mardi Gras celebration. As it pulled into the Culver station there was a rush to get through the gates and Mrs. Bliss was pinned against the train, where her foot caught between the car and the wooden platform.

Before the woman could free herself the empty train began to back out of the station, dragging Mrs. Bliss with it and finally pulling her between the train and platform. Nearly every bone in her body was broken and she was left for dead.

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Advertisement for '1909 Town Cars' by Fiat Automobile Company. Features a picture of a car and text listing prices: 12 H. P., \$3,500; 18 H. P., \$5,000; 25 H. P., \$6,000. Also includes the slogan 'The Quietest Car in Town'.

GONE AFTER PIECES OF EIGHT

reef and they rub elbows with death until the ruddy streaks of dawn come. Then this fisher of sponges, this American fisher of sponges—he was also a diver and he helped raise the Merrimac in Santiago harbor once—looked over the side of his boat and he saw down about fifteen feet in the blue water the prow of a ship. Straightaway he dived. He came up with pieces of eight sticking through the cracks of both fish, or maybe it was doubloons.

They dived again and brought up the ship's bell. About the rust eaten rim was graven this motto: "Good Faithy elect Dom. 1880 Plymouth, Ringeth this Belle God's hours and t'loyeth man's life Space." Straightway did this American fisher of sponges get him his sextant and his leadline. He had to guess at the longitude. Then with the ship's bell and the pieces of eight he sailed to Jamaica.

There he found one who was interested in his tale. Together they went to a lawyer and he recommended them to another lawyer, whose name is Reginald R. Leawcraft and whose office is at 129 Pearl street, this city. Many old records were gone over, so say this fisher of sponges and his lawyer, and at last the shipping register of the original Good Faith was discovered. Then they knew the record was gone over, so say this fisher of sponges and his lawyer, and at last the shipping register of the original Good Faith was discovered.

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Advertisement for 'BROKAW BROTHERS' featuring a portrait of a man and text: 'Chilly nights! Won't be long until we have chilly days. We're ready with Fall suits and overcoats that are just right in weight, color, cloth and style. Light weight overcoats that will keep off the chill without being burdensome.'